MR. C. V. CHANDRASEKHARAN (*Ag. Director of Public Instruction*): That is a very complicated matter. If Mr. Abdur Rahiman Sahib's suggestion is adopted the problem of Mr. Abdullah Ghandi, if he happened to be a student in Travancore, will be very difficult. For the purpose of fee concession the community to which the pupil originally belonged will alone be considered.

Posting of Vernacular School Teachers.

45. ❋**MR. T. KRISHNA PILLAI** (*Neyyattinkara II*): Will the Government be pleased to state whether they are aware that in spite of instructions from them that vernacular school teachers should be posted, as far as possible, in or near their native villages, a large number of them are not given the benefit of these instructions?

MR. C. V. CHANDRASEKHARAN (*Ag. Director of Public Instruction*): The answer is in the negative.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Am I to understand that almost all the vernacular school teachers are posted in their native places?

MR. C. V. CHANDRASEKHARAN (*Ag. Director of Public Instruction*): There are grievances, but we do our best.

MR. K. R. ELENKATH (*Kalkulam I*): May I know whether instructions are issued to the effect that primary school teachers, as far as possible, should be posted in or near their native places?

MR. C. V. CHANDRASEKHARAN (*Ag. Director of Public Instruction*): A circular to that effect has been issued by the Director.

MR. K. R. ELENKATH (*Kalkulam I*): May I know whether any complaint has been received by the Director saying that the teachers are not transferred to their native places?

MR. C. V. CHANDRASEKHARAN (*Ag. Director of Public Instruction*): As I said there are complaints and grievances as there is such a large number of teachers. But we are trying our best to post primary school teachers to the localities to which they belong.

Mamam River.

46. ❋**MR. S. NILAKANTA PILLAI** (*Chirayinkil II*): With reference to the Mamam river, will the Government be pleased to state whether there is a proposal to straighten or widen the course of the river from just below the Mamam bridge?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Yes.

Control of Traffic on main trunk roads.

47. ❋**MR. T. P. VELAYUDHAN PILLAI** (*Tiruvalla III*): Will the Government be pleased to state:

(*a*) whether they have recently constituted a committee for submitting to the Government the recommendations for controlling and regulating the traffic on the main trunk roads, *etc*;

(*b*) the members appointed to work on the said committee; and

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(c) the object with which this committee has been constituted?

MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): (a), (b) and (c) A copy of a Press Communique published on the subject is placed on the table. It contains the information asked for by the member.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know from the Government whether there is any non-official member on the Board?

MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): No, Sir. It is a departmental committee.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know the reason why no non-official has been appointed?

MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): As I said, it is purely a departmental committee. Government considered the question of appointing non-officials, but they thought it was not necessary as it was only a departmental committee to advise the Government.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know the number and value of buses and lorries owned by private individuals which are now used for traffic on public roads?

MR K. MADHAVA KURUP (*Ag. Secretary to Government*): I claim notice.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know whether the Banking Enquiry Committee has recommended the constitution of such a Board?

MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): The member is right.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know the nature and the suggestions made by the Banking Enquiry Committee with regard to the constitution of the Board?

MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): The recommendations made by the Banking Enquiry Committee with regard to the Motor Transport Industry, whatever they be, will certainly be considered by this committee.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): My question is with regard to the nature of the recommendations with regard to the constitution of the Traffic Board.

MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): I am afraid the member is labouring under a misapprehension. It is only a departmental *committee* to advise Government with regard to the measures for the co-ordination of transport. What the member refers to is the Transport Board for the regulation of traffic after the scheme is settled.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know what are the steps taken by the Government on the recommendations of the Banking Enquiry Committee with regard to the constitution of the Board?

**Vide* Appendix—pages 185 and 186.

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MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): The member *may view* this as one of the steps in pursuance of that.

Cultivation of Tobacco in Travancore.

48. *MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): Will the Government be pleased to state:

(*a*) whether they have considered the question of allowing the people to start tobacco cultivation in the State; and

(*b*) the decision, if any, arrived at in the matter?

MR. C. O. MADHAVAN (*Excise Commissioner*): (*a*) Yes.

(*b*) Draft rules for regulating the cultivation of tobacco in Travancore are under the consideration of Government.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know from the Government the extent of the loss of revenue under tobacco in 1110?

MR. C. O. MADHAVAN (*Excise Commissioner*): I may confess that I don't understand what the honourable member means by loss.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): I mean the amount of decrease in revenue as compared to 1110?

MR. C. O. MADHAVAN (*Excise Commissioner*): I refer the honourable member to the Administration Report supplied to him.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know from Government member whether he is now able to supply the figure?

MR. C. O. MADHAVAN (*Excise Commissioner*): The information is supplied in the Administration Report for 1110 which I have not got with me now.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know from Government the reason for the decrease of a lakh and ninety-three thousand rupees under revenue from tobacco?

MR. C. O. MADHAVAN (*Excise Commissioner*): Consumption varies from year to year. The purchasing power of the people has declined very much owing to economic depression. Moreover, there are ever so many factors which cause variation in the consumption of tobacco.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know from Government whether the fall was due to decrease in consumption as a result of a rise in the price of foreign tobacco?

MR. C. O. MADHAVAN (*Excise Commissioner*): It was partly due to that cause also.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I know from the member the reason for the rise in the price of foreign tobacco?

MR. C. O. MADHAVAN (*Excise Commissioner*): It was reported that there was a failure of crop in Coimbatore, hence the price of tobacco rose higher.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): With regard to the answer to part (*d*) of the question, may I know whether Government have passed the final rules?

MR. C. O. MADHAVAN (*Excise Commissioner*): The rules have not been finally passed. They are under consideration with Government.

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Appendix

***Vide* Answer to Question No. 47.**

COMMUNIQUE.

The Government of Travancore are convinced that for the speedy recovery and growth of trade and as a condition precedent to agricultural and industrial prosperity, a reorganisation of the system of transport in the State is urgently called for. The improvement of the waterways, making full use of the natural facilities afforded by the backwaters and canals and the employment of motor tugs and motor boats for speeding up the conveyance of passengers and goods are a prime necessity and the cheapness of this system of transport is a great factor in its favour. In practically every part of the State that is not served by waterways and as a parallel development, a very widespread net-work of roads is in existence and all that is necessary is to ensure the safety and comfort and the business needs and personal convenience of the passengers by means of a well-designed and co-ordinated system of motor vehicles which will be run in the interests of the people and the commerce of the State.

While it is not the policy of the Government to fetter or stifle private enterprise, they are nevertheless of opinion that, following the example of many countries which have tried various systems, it is the duty as well as the right of the Government to take into its own hands the control and regulation of public conveyances along the main trunk roads and in other selected localities in the State and to improve and organise the waterborne traffic, provided that care is taken to avoid some of the disadvantages which are often present in the case of State management of such enterprises. Such a step will not only conduce to the advantage of the people but will, directly and indirectly, enable Government to deal with the problems of unemployment and industrialisation; firstly, by gradually bringing into existence a set of trained engineers, mechanics and artisans; secondly, by stimulating the growth of many industries and trades allied to motor engineering and motor body building and by helping in the utilisation of some of the products of the State including rubber, coir and many varieties of wood; thirdly, by introducing, in course of time, the railless electric trolly system which is proving to be one of the cheapest and most efficient means of transport organisation, whose potentialities may be gauged from the circumstance that Travancore imports about fifty lakhs worth of petrol every year; and finally, by helping in the creation, as a necessary sequel, of a Technological Institute which will serve not only the motor industry but other industries which are expected to come into existence in the State as soon as cheap power becomes available as a result of the Pallivasal Scheme.

With this end in view, the Government are pleased to constitute a departmental committee consisting of the Chief Engineer, the Electrical Engineer, the Director of Industries, the Police Commissioner,

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the Head Sirkar Vakil, the Additional Head Sirkar Vakil, the Financial Secretary and the Secretary to Government in the Development Department. The committee will start work as soon as possible and report by the end of the year on the scheme indicated above and the best means of initiating it with due regard to all the interests concerned.

(Sd.) N. KUNJAN PILLAI,
Chief Secretary to Government.

Trivandrum,
20th October 1936.

(True copy)

LEGISLATIVE BUSINESS.

THE TRAVANCORE AGRICULTURISTS' RELIEF BILL—(*contd*).

Clause 34—(*contd*).

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Sir, when we rose last evening I was telling the House that the most important point to be considered in the determination of the question now before the House was whether Clause 34 as it is now in the Bill is not intended, or at any date does not operate, for the benefit only of the rich debtor. By the rich debtor I mean that debtor who is really able to pay the debts out of his assets. I do not treat the planter as a rich debtor merely because he is a planter. The point to be considered is whether there should be any provision which is intended merely for the benefit of the rich debtor. I do not object to any benefit being conferred on the rich man too provided that it does not result in unmerited disadvantage to another man. What the House has to decide is whether it is necessary to put in an expropriatory provision which is only for the protection of the rich debtor? When there is another provision, which operates to give this retrospective reduction in the case of a *poor* debtor I ask what is the purpose of this new provision in clause 34 unless it is to be for the benefit of the rich debtor only. It is worth considering why, while we have already a provision in Section 19 which can be availed of by the poor debtor, there should be a provision like Section 34 with retrospective effect.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I know whether the Law Member's amendment itself makes any distinction between the rich debtor and the poor debtor?

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): No, Sir, my amendment does not, for the simple reason that it touches only future interest which is sought to be limited to six per cent. As for the matter of that, we have the century old law which limits interest to 12 per cent and that does not make any distinction between the rich and poor debtor. My provision is analogous and would operate only for a future three years. And it is not expropriatory

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